

A47 DUALLING – NORTH TUDDENHAM TO EASTON

Scheme no. TR010038

PRESENTATION OF ALTERNATIVES

On behalf of A.C. MEYNELL of the [REDACTED]

IP reference 2002/8353



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications : Prescribed Forms and Procedure) Regulations 2009

The A47 North Tuddenham to Easton
Development Consent Order 202

PRESENTATION OF ALTERNATIVES

To the design and precise location of the Wood Lane Junction

Application reference: TR 010038

Interested Party reference: 2002/8353

Document reference: ACM 09

Date: 6 October 2021 (rev. 1)

Presentation of alternative options

1. Mr Meynell presents with this paper **four alternative options** to the presently proposed design and precise location adopted by National Highways (the Applicant) for its proposed Wood Lane Junction on the A47 North Tuddenham to Easton dualling scheme.
2. The alternative options presented are considered to satisfy the key objectives of the Applicant in delivering the dualling project, but with reduced adverse impacts.

The alternative options

3. The four alternative options comprise:

- ❖ **Two** alternative designs / precise locations;
- ❖ Each with **two choices** for the way that local traffic in the future will pass east – west between the existing Wood Lane/ Berry's Lane junction north of Honingham and the Sandy Lane / Church Lane Junction to the east of Hockering.

4. All options are designed (to a preliminary level) to allow local traffic on the existing A47 to access the new junction from the existing Wood Lane / Berry's Lane junction.

5. The two alternative designs are:-

Alternative 1 the Applicant's proposed design concept for two dumbbell roundabouts, one north and one south of the new mainline, modified so that the south dumbbell is reduced in diameter and moved to the north; and

Alternative 2 a single roundabout modelled on the A47/A140 junction to the east, located so that the stub road to be prepared for the Norwich Western Link lies as close as possible to its presently proposed location, and the existing A47.

6. The two alternative designs have been developed through discussions with National Highways and being mindful of other landowners and interested parties' views, and show a progression from initial designs which were located further north and submitted to the Applicant.

7. The two alternative choices for local traffic to pass between the existing Wood Lane / Berry's Lane junction and the existing Sandy Lane / Church Lane junction are:-

Choice A to allow the existing (to be de-trunked) A47 to be used by traffic and non-motorised users for most of its length between North Tuddenham and Easton without having to negotiate or divert around the new Wood Lane junction

Choice B to require local traffic to negotiate the new Wood Lane junction as proposed by the Applicant, and for non-motorised users to divert around it, travelling west from just north of the junction on the new link road proposed to be built between Wood Lane and Sandy Lane.

8. **Choice A** is created by constructing an underpass (referred to as Lady's Grove) for the existing A47 beneath the route of the new dual carriageway at the point where the new dual carriageway is intended to cross over the line of the existing A47 to the east of Sandy Lane (an underpass which was originally proposed as part of option 3 of the four options presented by the Applicant to the public at its 2017 Public Consultation).

9. A plan of each of the two alternatives is annexed. One is marked "**Alternative 1**" and the other "**Alternative 2**". Each plan shows both choices A and B for that Alternative on the same plan. They should be read however as if one of the two choices is built, not both.

10. Copies of the plans prepared for the earlier designs for simplicity of presentation are not annexed but can be supplied on request.

Continuing use of existing roads

11. All alternative options (in both choices) allow continued use of

- the existing Dereham Road from Honingham up to the existing Wood Lane / Berry's Lane junction without the need for any diversion or closure of any part of that road;
- the north part of the existing Berry's Lane (closed to all vehicles except tractors) to be used for cycles and horses;
- the existing footpaths from Dereham Road through the Berry Hall Estate to be used by walkers with separate provision (as above) for cyclists.

Benefits

12. The following **benefits** accruing to the Applicant and to the public arising from all of the alternatives will be:-
- A) to remove the need for any significant highway works on the existing A47 at the Wood Lane junction
 - B) to remove the need to build the presently proposed new connecting road between Honingham village and the existing A47 (which involves demolishing the existing road from a point close to the west of the village)
 - C) to remove the need to construct the presently proposed new cycle path between Dereham Road and Berry's Lane
 - D) to remove the need to fell most of the hedgerows on the north side of the existing A47 both east and west of the existing Wood Lane / Berry's Lane junction, which are currently proposed to be felled for the new junction;
 - E) to remove the need to fell at least 3 grade A trees and 14 grade B trees or, if the new junction is located carefully to avoid them, more, out of the 8 grade A and 19 grade B trees which are proposed to be lost in the junction and its associated works (including link roads and cycle paths) - in total amounting to 2/3 of the overall Grade A tree loss and 1/3 of the overall Grade B tree loss for the entire scheme)
 - F) to remove the need to divert significant parts of important utilities (Anglian Water's Mains supply; Telecoms and Electricity) running east-west in the area of the Wood Lane / Berry's Lane junction and to allow existing cabling to remain in place westwards as far as the point (near Hillcrest) where they are presently to be diverted towards Hockering
 - G) to remove the need to divert north-south utilities across the existing A47 (limiting any diversions to the area to the north of the existing road)
 - H) to reduce the length of the diversion required for the National Grid Gas Main north – south across the new road by 50% and to allow all work for the diversion to be carried out north of the existing A47
 - I) to permit the existing A47 runoff drainage to the River Tud to continue to pass down the culvert constructed in 1968 from the Dereham Road south side, down the east side of Berry's Lane
 - J) potentially to allow the same route (with some capacity improvement) to be used for drainage from the new highway to the River Tud at this point, thus removing the need to create the intended new drainage run on the west side of Berry's Lane
 - K) as a result of moving the new highway work to the north of the A47, removing the need for any soil storage area south of the existing A47 in the vicinity of the junction
 - L) permitting any satellite works compound associated with the new highway and junction works to be most conveniently located on the same north side of the A47 as the works, either within the land already proposed to be taken to the north of the existing A47, a larger area of which now becomes available between the existing road and the new highway, or to the north of the works area.

13. In addition, IF the **Choice A** Lady's Grove underpass is taken up, the following additional benefits will accrue:
- M) to allow continued full use of the existing A47 east-west uninterrupted for most of its length between North Tuddenham and Easton – with benefits both (i) to local residents and others using the underpass to travel east-west locally by vehicle, cycle, horse or on foot, and (ii) in providing a robust alternative for use in the event of closure of the new dualled carriageway or the new Wood Lane junction itself for any reason;
 - N) to remove the need for the construction of the proposed new link road from Wood Lane to Sandy Lane (except for a short stretch to access the underpass)
 - O) to remove the need for the construction of, or the potential subsequent need to re-route, the proposed new cyclepath circulating the north side of the proposed Wood Lane junction across the NWL stub (the running of which across the NWL by a bridge close to the junction is not accepted by Norfolk County Council if NWL is built)
14. As well as accruing all the public benefits listed above, adopting either of the alternatives will remove the need for the currently proposed significant land acquisition, permanent or temporary, and taking of any rights from the Berry Hall Estate and will allow its landscape and all the listed buildings and structures within it to continue to be managed and improved by its owners and enjoyed by the permitted public access fully in accordance with their public obligations under the undertakings given to HM Treasury in 2003.

Costs / consequences

15. Mr Meynell's advisers have taken care in their choice of locations for the different alternatives to present choices to the Applicant which will involve the Applicant in either the minimum possible alteration of the parcels of land it is proposing to acquire to the north of the existing A47 or the minimum possible alteration of their existing design.
16. They can see no disadvantage to the general public or to any of the public authorities or utility providers involved, were any of the options to be adopted.
17. By way of **additional work / cost to the Applicant**, its adoption of one or other of the alternative options or any derivation it might design from them which has the same benefits, will - to a lesser or greater extent depending upon which alternative option or derivation it adopts – have the following consequences:-
- 1) the Applicant will need to move the Hall Farm underpass north by some metres and realign the private drive it will be constructing to connect it to Hall Farm's existing drive;
 - 2) the Applicant will have the additional cost of altering its current designs, revising its arrangements with the utilities companies and revising the DCO, Statement of Reasons, Land Plans etc, and of applying for a Minor Variation of the Scheme;

- 3) There will be an additional construction cost in the adoption of a single roundabout option, to be balanced against the smaller amount of land taken up by it and the additional benefits it will have to the free flowing of traffic if the NWL is built
- 4) There will be an additional construction cost in the adoption of the Lady's Grove underpass choice A, to be balanced against the additional benefits which the ability to use the existing A47 for most of its length after the new dual carriageway is constructed, will bring;
- 5) if the Applicant adopts the Lady's Grove underpass choice A, it will need to reconfigure the temporary routing of the A47 in the way of the underpass during its construction, but the public should then have the benefit of use of the existing road through the underpass for its full length during the construction period without further re-routing;
- 6) if the Applicant wishes to have a compound near the junction north of the A47 outside the land it is already proposing to acquire (instead of on the larger available area of land it will have within it), it will need to discuss a proposal with one or other of the two owners of the land north of the existing limits of deviation; and
- 7) depending on the alternative design it chooses to adopt, the Applicant may need to take permanently some small additional parcels of private land **within** the existing limits of deviation, which it is already proposing to acquire temporarily, from one or perhaps both of the two owners of the land inside the limits of deviation to the north of the intended junction.

The Applicant's selection of the proposed junction' precise position and plan

18. Mr Meynell and his advisers consider that any one of the alternatives could and should have been considered by the Applicant before it decided to proceed with its current design and location.
19. From the research carried out on Mr Meynell's behalf on the Applicant's documentation created during the course of the development of the Scheme and which are publicly accessible, it appears that the Applicant and its advisers considered no other option for the precise location of and the form of fully grade-separated junction at Wood Lane than that which is currently proposed, before it presented the single proposed option for the junction to the public for the 2020 Statutory consultation.

Conclusion

20. Mr Meynell and his professional advisers consider that any one of the four options is feasible.
21. They consider that for the future well-being of users of all the highways involved and local residents, that a single-roundabout option with Choice A (the Lady's Grove underpass) as well as taking the smallest amount of land, is preferable to the others.
22. They commend however consideration of all the alternatives to the Examining Authority, all Interested parties and all involved Statutory Authorities as well as to the Applicant.

GHJ 5 Oct 2021

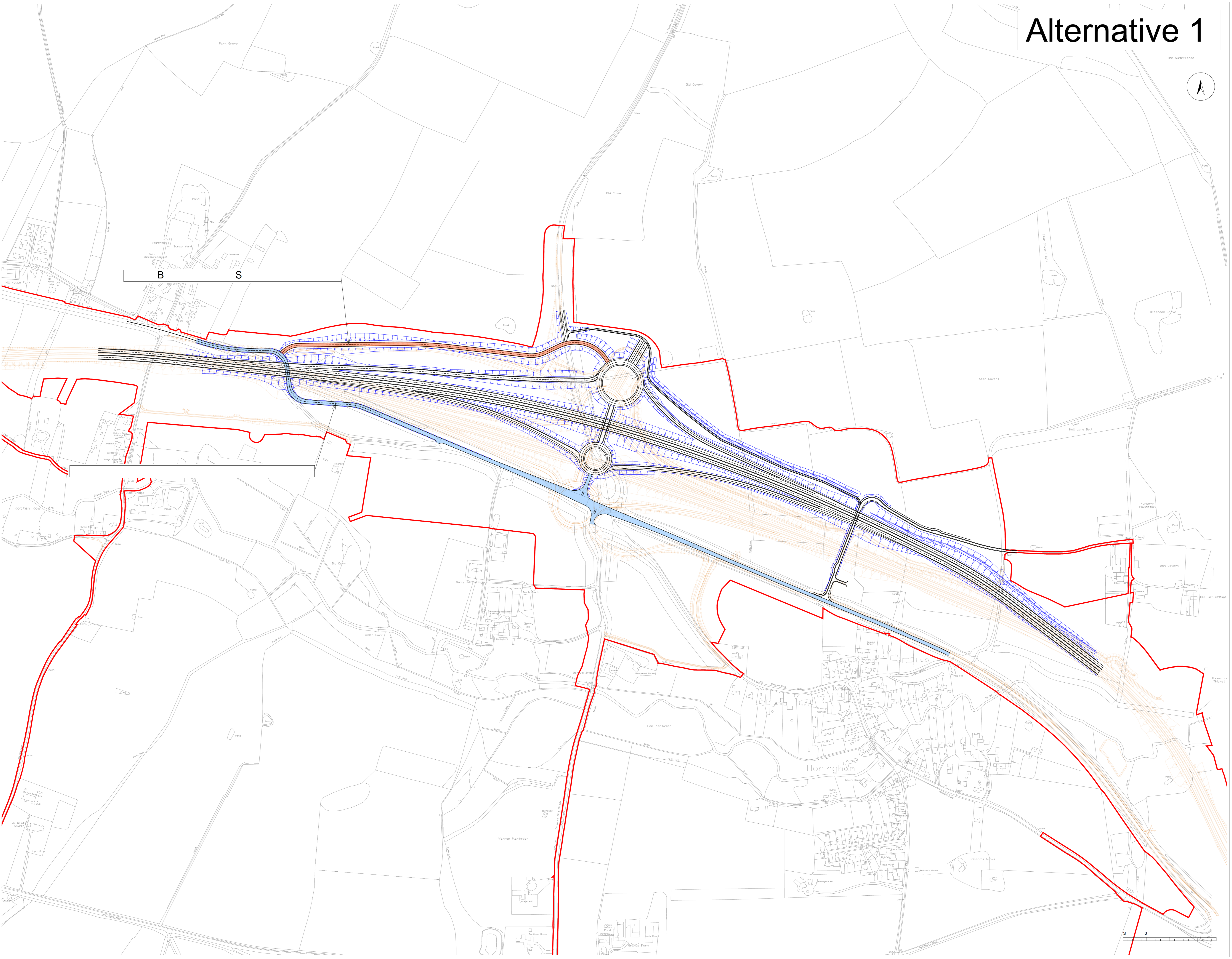
Alternative 1

The Waterfence



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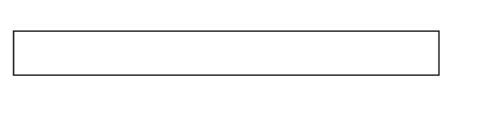
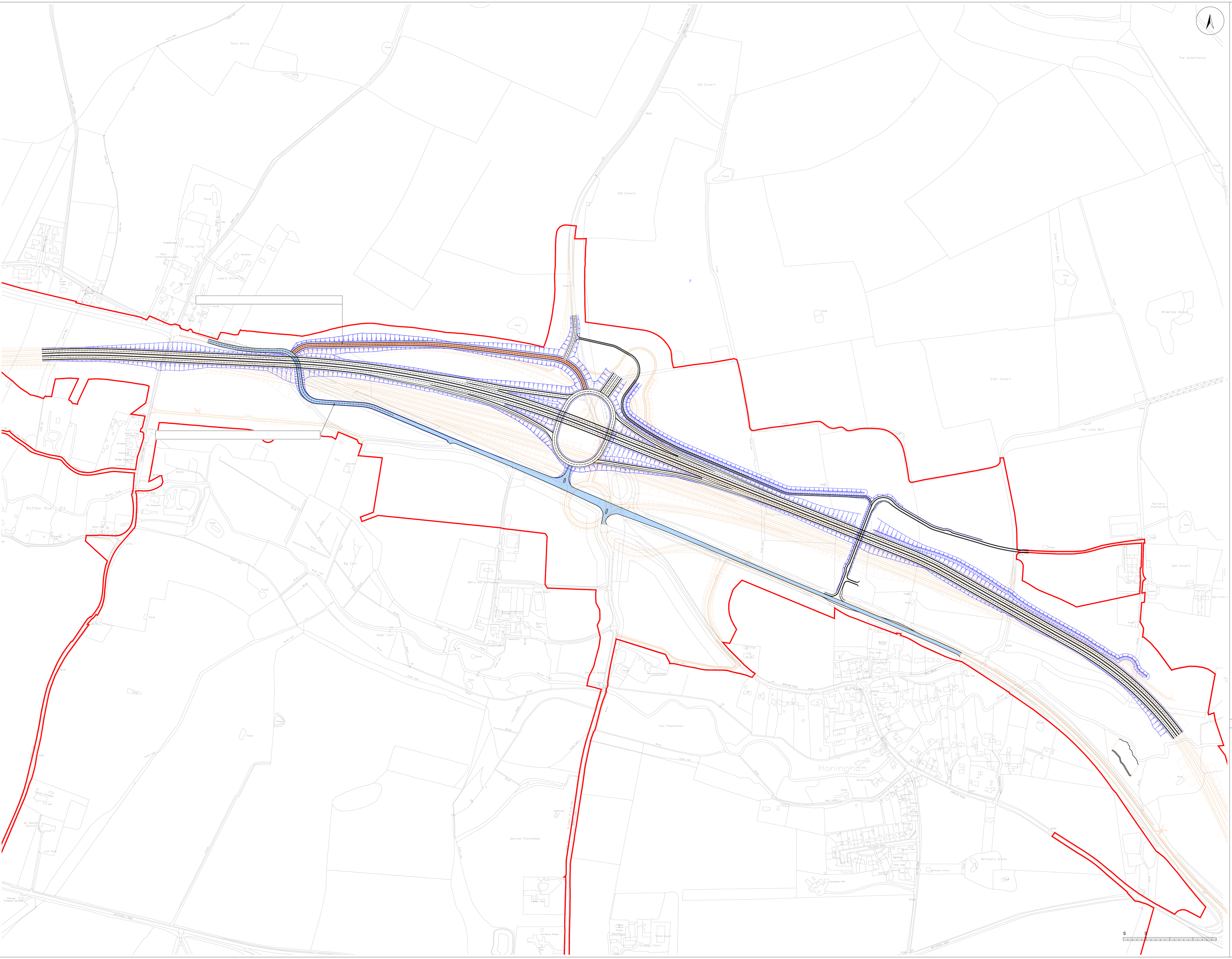


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